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The chief rush was made toward the door of the engine house, which is situated a few hundred yards upon the side of the railroad curve leading to the river. The place was literally besieged with people who had arrived from New York, New Haven, and other places, in search of friends or near relatives. At that time no person could be admitted; as the jury were viewing the dead bodies, and the agony of the crowd was dreadful. Personal grief aside every other consideration. A gentleman upon the outer edge of the wedged mass, would cry, "Let me in to find out if my dear brother is dead." Another would say, "I cannot endure it; I must get in and know if my friend is there." A man, stupid with grief, would totter forward, saying, "My wife! my wife!" whilst the most delicate ladies, heedless of the maddened rush, would maintain their places, sobbing out, "The bride of yesterday!—dead!—dead! Oh, that I could see her lifeless form!"

Amongst the New Yorkers a very general feeling was exhibited to know the fate of Mr. Jonathan Trotter. One gentleman was perfectly pale with the intensity of his thoughts regarding his safety, and in common with him and others, we rejoiced to hear, in a short time, from Dr. Quackenbush, of the safety of his friend, Mr. Trotter. During this time the officers in charge of the door performed their duty with great tenderness, and firmness. To the entreaties of "For God's sake let me in," the universal reply was, "Good as I wish I were, for you, but at this moment you cannot enter—and by you will." When the door was opened, whilst an effort was proceeding, the door was strewn with dead bodies, and, amidst the confusion, the air was filled with shrieks, announcing the recognition of a departed father, brother, mother, sister, or child. The bodies were not much disfigured. There were some bruised about the head, having the wounds principally upon the left temple, and the same side of the skull. This struck us as resulting from the angular position at which the bodies touched the cars after being projected in the one fatal direction by the shock. The majority seemed to have died from slow drowning, and their countenances presented the true index of their feelings at the moment of the awful scene.

From the death of the wreckers the scene of the calamity could be seen upon the face of the lifeless human monuments of the New Haven railroad tragedy. One man lay with his legs slightly apart, his hands literally erect, his eyes staring, his hands extended, as if in aversion of danger, and his retracted fingers showing his teeth. Another lay with his arms outstretched, his hands stiff and cold as his eyes upon his back, an observer could imagine that he was still, breathing from the contemplation of the horrid catastrophe. Upon the countenance of the one robust Mr. Colbach, of Richmond, Me., you would see clearly the earnest conviction of inevitable death, and the calm steady gaze of a man familiarized with its contemplation. Mr. Colbach was a ship carpenter, just returning to his native place. Near to the door lay the body of a gentleman, said to be Dr. Bartlett, of Massachusetts; it looked as if he had endeavored to tear off his gloves, in order to attempt to free himself, but had not time to accomplish the act before he died. A beautiful child lay near to him, looking as if the child had returned to earth, after the catastrophe and laid down to sleep. Hopeless horror was portrayed upon the countenances of the ladies.

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Some of the escapes were providential in the extreme and some of the deaths happened under circumstances suggesting a personal fatality.

For instance—Major Everett Clunio, of New Haven, and his lady, did not leave the Union Place Hotel in the eight o'clock train—as reported—but, fortunately, waited for the one at half-past eleven, of which change of hour they probably owe their lives. Mr. Peck, of Burlington Vermont, and Miss Clark, his wife's sister, were in the second car, and with one other beside the conductor, escaped.

Two gentlemen were sitting about midway of the third car, when, without any warning, they, together with the seat upon which they were sitting, pitched headlong into the river; fortunately they both escaped with only slight bruises.

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Several of the friends of Dr. Henson, of Salem, (Mass.) playing in the Union Place Hotel with him, urged him to remain and take the boat for safety, but he replied that the cars were more secure. He went, and was killed. Miss Susan Pomeroy, who was killed, was the sister—not the wife—of Mr. George W. Pomeroy, and was placed in the charge of Mr. F. H. Fitch, the son of the Rev. Mr. Parker, of Staten Island. Mr. Spear was seated beside Mr. Jonathan Trotter and Mr. James Bishop at the time of the accident. He describes the fact of the cars giving a complete lurch over, and his first idea was to look out when he saw the light. By a tremendous effort he forced his arm through a window, and succeeded in opening the door. He then assisted Mr. Trotter out in a hurried state, and saved Master Pomeroy. Returning again to his cabin, he succeeded in rescuing two or three ladies, thus contributing to the preservation of four human lives.

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NEWS BY TELEGRAPH.

Another Railroad Accident. CAR CRASHED—MANY PERSONS INJURED, BUT NONE KILLED.

This afternoon, at half past 4 o'clock, on the New Bedford and Taunton train was near Taunton, Mass., the axle-tree of the tender broke, and with the baggage and passenger car, containing twenty-five passengers, was precipitated down an embankment thirty feet. An eye witness says it was a miracle that all within were not killed. But two persons were seriously, though not fatally injured, while fifteen received slight bruises. The cars were broken to pieces.

Interesting from Washington. FOREIGN MISSIONS—NEW YORK POST OFFICE—SECRETARY DAVIS—WESTERN MILITARY ASYLUM, &c.

The Cabinet had only a brief informal meeting to-day. The foreign and local appointments were under discussion—those from New York causing more hesitation than any others.

Secretary Davis is better, but not yet able to attend the Cabinet meetings.

The Rochester Post Office still hangs fire. Hon. Addison Gardner, of Rochester, and Judge Jewett & Co., are working for Simon Jewett, of Clarkson, a brother of the Judge. It is reported at the department that the citizens have expressed a desire that the appointment be delayed a few days. The above gentlemen are at the bottom of it.

Hon. D. L. Seymour left for home this morning, and Gen. Davis has the field all to himself for the Troy Post Office.

The charge at the Hague has been promised to James V. Vandepool, of Buffalo, Mr. Polson being about to be removed, on account of his "Native Americanism."

Four more clerks were removed from the Third and Fourth Divisions, to-day, viz: Joseph Kershner, of New York; Dr. Burr, of the District of Columbia; George C. Keen, of New York; and Lewis M. Smith, of New York. Several removals in this office, include several clerks.

The Erie announces that Harrodsburg Springs have been chosen as a site for the Western Military Asylum. In the Gardner case to-day, Mr. Partridge was recalled and examined with regard to the copies of the mining title obtained at the office of the Alcalde at Saginaw, also respecting a map of the State of Queretaro. Portions of his testimony were objected to, and the day was mostly occupied in argument.

From Philadelphia. ARRIVAL OF THE CITY OF GLASGOW—FROM FRANKFURT.

The steamship City of Glasgow, from Liverpool, on the 20th ultimo, passed Lewis light, and will reach here about noon, on the 23d inst.

By the bark Emily Beaming we have Pernambuco dates to the 3d of April. She reports that the fever had subsided in that port, and the province was generally healthy.

The cargo of allaves recently landed and sent into the interior, had been again re-empted and taken under the protection of the government.

Business was opening with much activity.

The Cherokee at New Orleans. May 6, 1853.

The steamship Cherokee has arrived at this port, with Havana dates to the 3d inst. The news is quite unpleasant.

YERFIC STORM.—A fearful storm passed over the town of York, Maine, on the evening of the 20th inst., which is thus described in the Courier of that place: "One of the most terrific storms passed over our town on Saturday evening, the 20th inst. The wind rose from the south, and the direction of its first blowing, was truly of the violence of a hurricane or tornado. The first victim of its violence we shall notice was the almost entire wreck of the fine building known as Mrs. Jones's."

cupola or steeple, as was seen through the lightning's flash, appeared to be rising into the air, and raised several feet from the bottom of its structure. The cupola was carried off the centre of the building before it fell through, carrying everything in its way into the body of the church. This idea is confirmed by the utter destruction of the cupola in the church. The first twenty feet of the roof immediately adjacent to the bottom of the cupola is entirely destroyed. And not only so, but the cupola itself is entirely blown away in a mass about the size of the cupola, while the top part struck upon the east wall, and broke off and fell upon the ground, some distance beyond. The force of the wind was so great, that the whole area of the roof, ceiling, and steeple, as a fact to be seen, except the back roof extending under the gallery, were blown away. 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